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Approved For Release 2001/03/03 : CIA-RDP78T05439A000400160023-9

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TCS No. 8259/64  
IB No. 370/64  
23 September 1964  
Copy No. 1

DECLASSIFICATION REVIEW by NIMA/DOD 4/11/00

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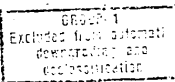
MEMORANDUM FOR: Chief, Manufacturing and Services Division, ORR  
ATTENTION : [REDACTED], MS/CST  
THROUGH : Chief, Requirements Branch, Reconnaissance Group, CGS  
FROM : Chief, CIA/PID (NPIC).  
SUBJECT : Southwestern Tibet Road Study  
REFERENCES : (1) Requirement No. C-RR3-80,754  
(2) Project No. C 1566/63

1. This memorandum is in response to the above referenced requirement requesting an annotated map and memorandum showing the alignment and condition of the following roads or well defined tracks:

- a. Gartok (31° 44'N - 80° 22'E) - Shipki La (31° 50'N - 78° 45'E) routes.
- b. Gartok-Tolingmath (31° 29'N - 79° 48'E) route.
- c. Branch roads or well defined tracks off (a) and (b) above.
- d. Tolingmath-Bara Hoti (30° 50'N - 79° 57'E).
- e. Area of Taklaka (30° 16'N - 81° 10'E).

2. The aforementioned roads are described in detail in the following text and their alignment is plotted on the enclosed annotated map CIA/PID/IB-P-1296/64. Enclosed annotated photographic enlargements CIA/PID/IB-P-1274/64 thru P-1282/64 depict and illustrate the quality and general condition of roads and trails referenced in this memorandum. The photos also serve to portray the type of terrain over which these roads and routes are constructed. The detailed description of these roads and routes is as follows:

- a. There are no roads which connect Gartok with Shipki La; however, there are numerous well travelled trails and old caravan trade routes that do traverse this area. One such trail, the most heavily travelled trade route in the area, does directly connect Gartok with Shipki La. The enclosed annotated map (CIA/PID/IB-P-1296/64) shows all the roads and trails treated in this memorandum.



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b. A single-lane improved road connects Gartok with a point just NNE of Tolingmath at approximately 31° 30'N - 79° 48'E. The road traverses both flat and mountainous terrain. On the flat alluvial fans and stream valleys the road appears to be only slightly improved showing for the most part as wheel tracks. However, in the mountains, the road has been improved with cuts, fills and switchbacks where necessary to facilitate motor vehicular traffic. Large streams are forded but small tributaries and gullies are crossed by means of culverts. The surface of the road is graded only in areas where improvements were noted. The wearing surface of the road is composed of the natural material indigenous to the area. Photos one and two show sections of this road. The enclosed annotated map locates this road and also shows the area covered by photos one and two.

c. There are no roads which branch off the routes designated above in "a" and "b". However, numerous trails do proceed in various directions from the aforementioned routes. All these trails are shown on the enclosed annotated map.

d. There are no roads or well defined trails which connect Tolingmath with Bara Hoti. The area in the immediate vicinity of the border is constantly covered with ice and snow. For this reason, and because of high mountains which would have to be crossed, it would be a very difficult task to construct a road which would directly connect Tolingmath with Bari Hoti.

e. Branching southward from its junction with the Lhasa (29° 39'N - 91° 06'E) - Gartok Route at 30° 51'N - 81° 24'E, a single-lane road proceeds between Lakes Rakas Tal and Manasarowar and continues southward to a Chinese military outpost or border control point just north of Garu at approximately 30° 19'N - 81° 10'E. A trail connects the military installation with Taklahar. In the vicinity of the military installation the road is improved and graded. The remainder of the road is improved only where necessary to facilitate vehicular traffic. The wearing surface of the road is composed of natural material indigenous to that area. South of Taklahar a series of trails proceed in all directions with a well defined caravan trail crossing the Nepalese Border at 30° 09'N - 81° 23'E. Photographs five, six and seven show sections of this road and photos eight and nine show portions of the well travelled caravan trail south of Taklahar. The enclosed annotated map shows the alignment of this road and trails and also located the area covered by photographs five through nine.

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3. A thorough search of photography covering this general area revealed the existence of another road which was not requested. This road connects with the Lhasa-Gartok Road at 31° 02'N - 81° 04'E and proceeds southward for approximately 25 miles following in stream valleys with only minor improvements. Here the road turns westward for eight nautical miles, then south approximately the same distance, where it terminates at a small military outpost. This last 16 mile section, which crosses myriads of braided dry channels, is single-lane, graded, and is constructed over relatively level terrain. The wearing surface of the road is composed of natural material indigenous to that area. Photos three and four show segments of this road. The enclosed annotated map locates this road and also indicates the areas covered by photos three and four.

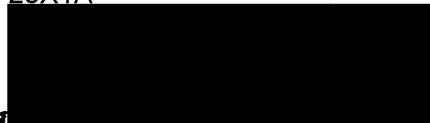
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5. The photo analysis on this project was performed by [redacted] who may be contacted on extension 2546 should questions arise regarding this project. This requirement is considered complete.

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ENCLOSURES:

- 1 Annotated Map (CIA/PID/IB-P-1296/64)
- 9 Annotated Photo Enlargements  
(CIA/PID/IB-P-1274/64 thru P-1282/64)

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IB No. 370/64

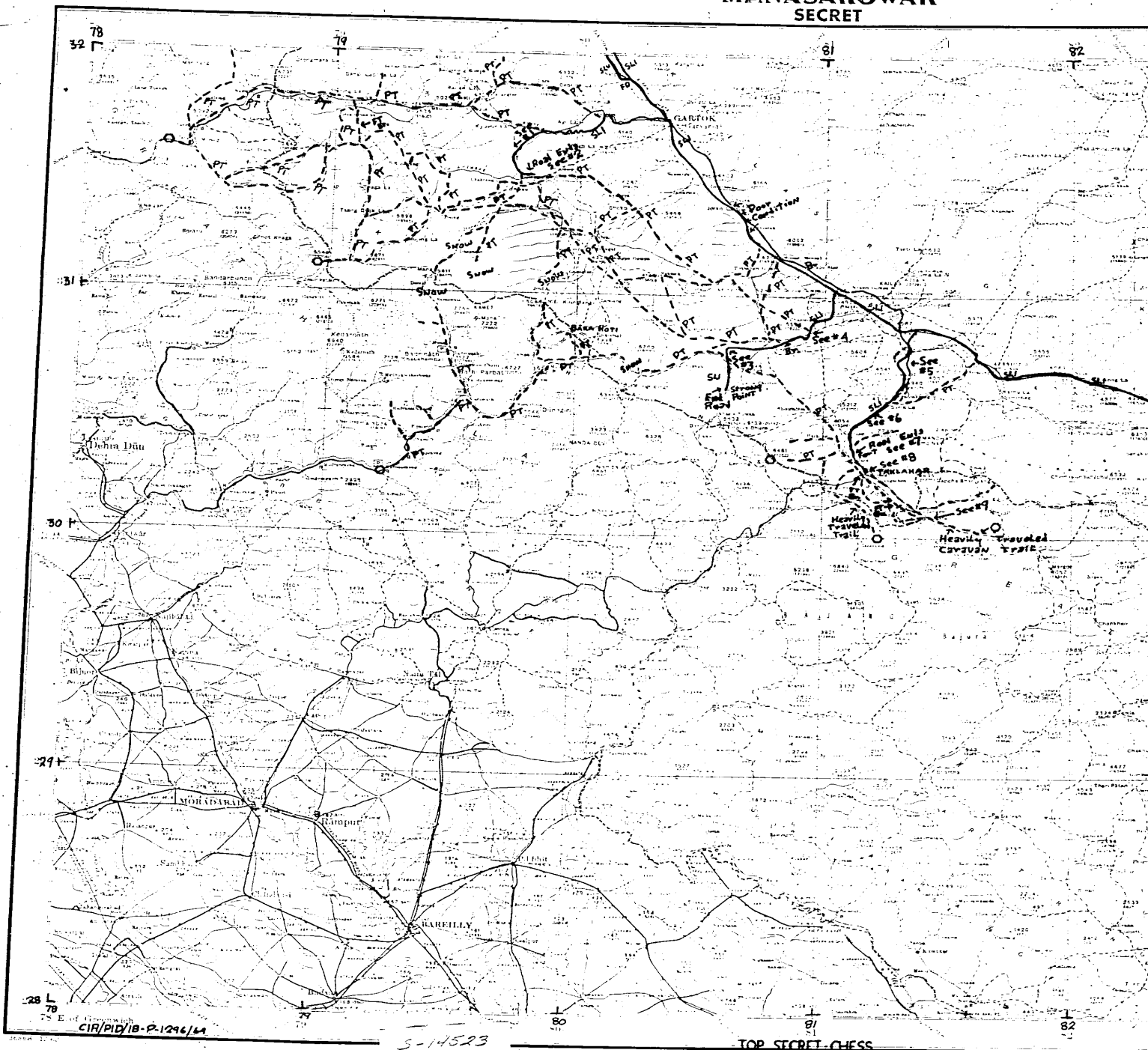


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## CONCLUSION

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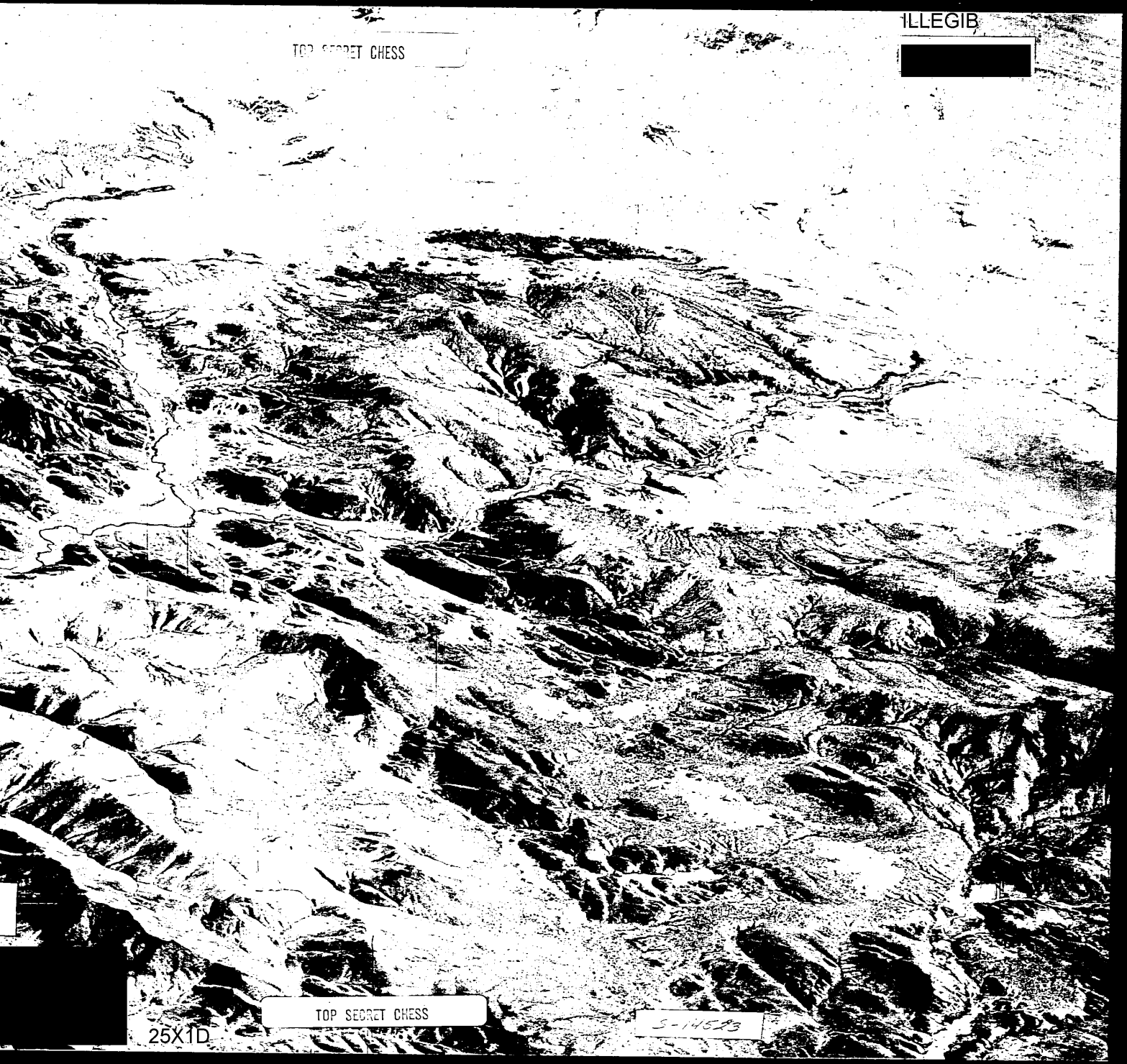
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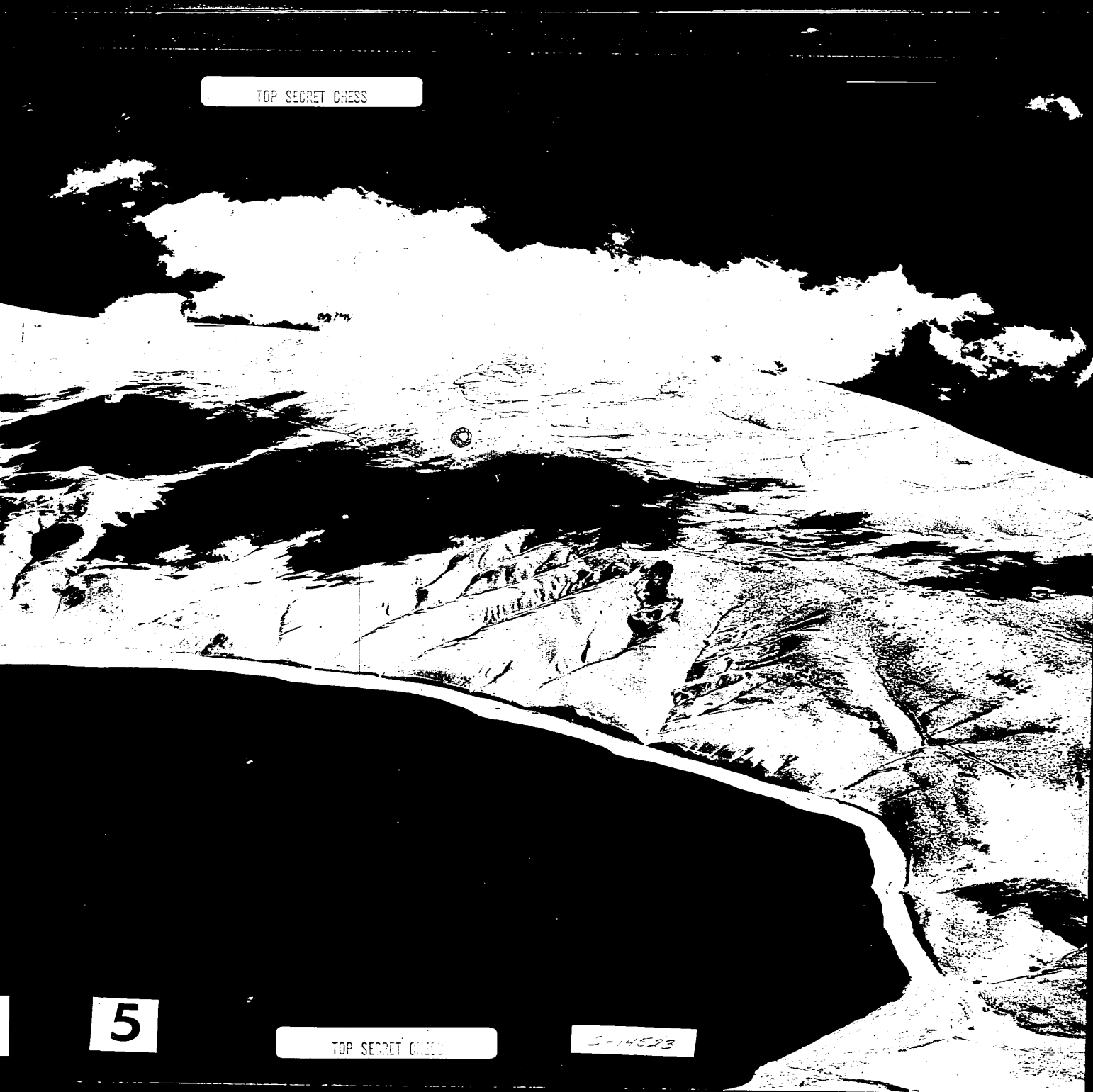
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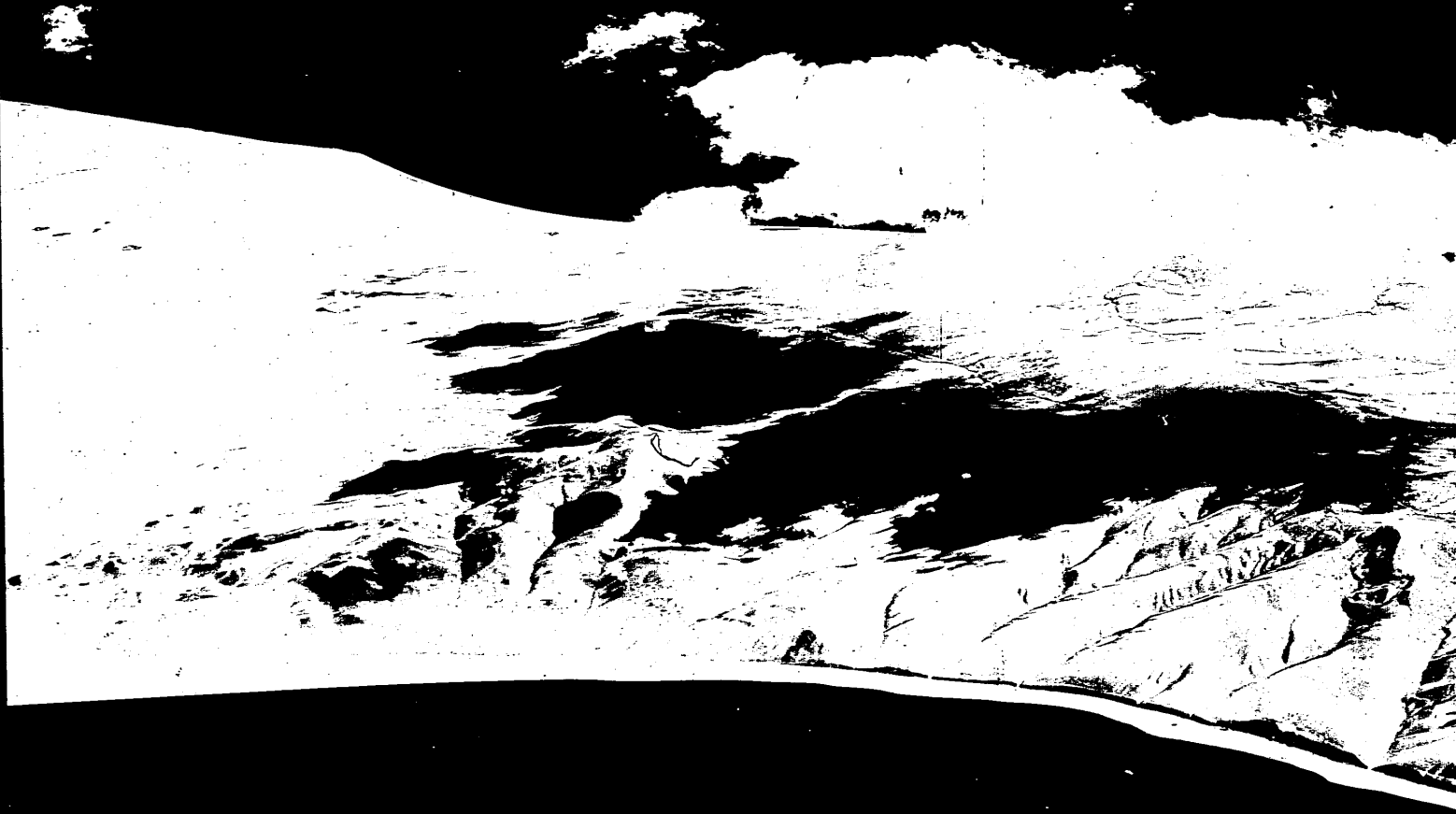


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TCS 8391/64  
M/EB 472/64  
28 September 1964  
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MEMORANDUM FOR: Chief, Ballistics Missiles and Space Division, OSI

25X1A ATTENTION: [REDACTED] Ballistics Missiles Systems Branch

THROUGH: Chief, Requirements Branch, Reconnaissance Group, CGS

FROM: Chief, CIA/PID (NPIC)

SUBJECT: Type IIA ICBM Launch Site Drawing

REFERENCES: (a) Requirement C-SI-81,794  
(b) CIA/PID Project C 1483-64

1. This memorandum is in response to your requirement dated 10 September 1964 which requests an artists concept of a typical Type IIA deployed site.

2. The requested line drawing accompanies this memorandum as Enclosure 1.

25X1A 3. The photo analyst on this project is [REDACTED] who may be contacted on extension 2078 should you have any further questions concerning this project.

4. This project is considered to be complete.

[REDACTED] 25X1A

Enclosure:  
One (1) line drawing  
(CIA/PID/MEB-P-878/64)

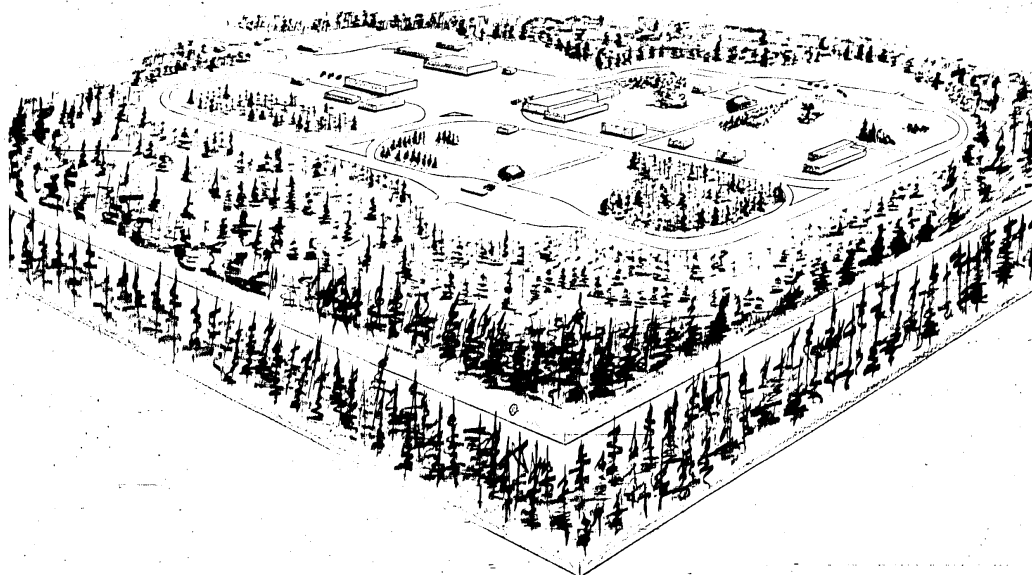
GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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ARTIST'S CONCEPT OF TYPE IIA LAUNCH SITE

TCS 8391/64

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